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Our communications relating to the news columns should be sent to the Editor, and not to the printer, and should be addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

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HONGKONG OFFICE: 10A, DES VIGUE ROAD C1

LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, FEBRUARY 7th, 1907.

COINCIDENTALLY with the Inspecting Field Marshall, there arrived yesterday with other mail matter a copy of the *Naval and Military Record*, containing a timely and appropriate article on Great Britain's strategic position in the Far East, with particular reference to the safety, under certain conditions, of Hongkong. The writer, who adopts "Halero" as his pen-name, deals chiefly with the naval situation, but his opinion of the military defence of Hongkong may be gathered from his opinion that, in the absence of a battle squadron, any attack "would be immediately followed by the surrender of Hongkong. Weihaiwei, and probably Fiji and other possessions in the Pacific." We have referred to this article as timely and appropriate, but that is not to imply approval of its tenor and purport. It assumes too many things, and it is evidently the work of a prophet whose rashness has never had the advantage of being toned down by previous failures. But for one thing, it would be somewhat alarming, and cause us to hope that the DUKE OF CONNAUGHT as Inspecting Officer will look well beneath the surface of things here, to read that "Hongkong, though valuable as a base against any other nation in the world, is at present in an utterly inadequate state to hold out for even a short period after the naval abandonment of the China Seas, as the few cruisers we have at present in those waters would have to give way to

the smallest fleet of battleships." The one thing that reduces the shock of this disclosure of a state of affairs which the DUKE OF CONNAUGHT has presumably come to find out is that the writer does not seem to know more about the subject than any other man in the street. He is a pseudo-Blue-Water scholar, and apparently under the impression that Hongkong's sole means of defence are "the few cruisers we have at present." But apart from that issue—on which the DUKE OF CONNAUGHT will more expertly advise the Government—"Halero" is a miserable croaker infected with the Yellow Peril fever. The disease in his case is virulent because he seems to think he is the discoverer of it. Unlike JENKINS's narrator in "Three men in a boat", there is nothing the matter with him but "housemaid's knee". Japan is the Power to whom Hongkong, like another Port Arthur, is to be surrendered in the visible future. "History has a marvellous fashion of repeating itself, and if there are any lessons to be acquired by a study of the past applied to the present position of affairs in the East it is this—that one of the great nations will have soon to fight Japan, or Japan and China, for the right to trade and hold what she has got in the East." Criticism of the armchair sort also has a marvellous fashion of repeating itself, and we have heard something like that before. What of the Anglo-Japanese Alliance? This "Halero" disposes of it in his peroration, which it were pity not to quote. "The treaty of to-day may be the waste paper of to-morrow, and he who looks to others to guard what his forefathers fought for and won will some day lament and wall over his lost possessions." Pestiferous moonshine, pretentious product of an addled idea which a child in these matters would discard as soon as thought of. Treaties are not turned into wastepaper in a day, or without warning, and if we accept "Halero's" definition of strategy as "having the right forces in the right spot at the right time", there is obviously no need to accept his remedy, viz: to "immediately" replace the three Eastern cruiser squadrons, by one fleet of "capital" ships, cruisers, and torpedo-boat destroyers.

[For the benefit of readers who care to follow the argument more closely, we print an extract under the heading "If Japan Attacks Hongkong."]

When, a few days ago, we enumerated the Royal Statues to be erected on that portion of the Reclamation which is intended to be preserved as a garden or open space, we named five—those of Her late Majesty QUEEN VICTORIA, His Majesty King EDWARD, Her Majesty QUEEN ALEXANDRA, His Royal Highness the PRINCE OF WALES, and His Royal Highness the DUKE OF CONNAUGHT. The Hon. Sir PAUL CHATER, C.M.G., made the interesting announcement yesterday that with the royal permission another statue would be added to the group by his friend and partner, Mr. H. N. MODY, this statue to represent Her Royal Highness the PRINCESS OF WALES. When the announcement was made five years ago that Sir PAUL CHATER, who made a gift to the Colony of the statue of H.R.H. the DUKE OF CONNAUGHT, had generously offered to present a statue of H.M. the KING, while Mr. J. J. BELL-IRVING had offered a statue of H.R.H. the PRINCE OF WALES, the Officer Administering the Government gave apt expression to the community's appreciation of the public spirit and liberality of the donors. Had the arrangements for yesterday's unveiling ceremony admitted of a speech by His Excellency the Governor, Sir MATTHEW would no doubt have given similar expression to the public appreciation of Mr. MODY's generous gift. In a quiet and unostentatious manner, Mr. MODY for the past thirty years has identified himself in a very practical way with the progress and development of the Colony, and as regards the benevolent side of his nature brought into especial prominence by the gift just announced of \$10,000 to the funds of that most useful institution, the Ladies' Benevolent Society, the organisers of public and private charities are better aware than the public newspapers of the amount of good it has been Mr. MODY's custom to do by stealth. The gift of a statue to the Colony however is a donation which cannot very well be anonymously made, and coming as it does from the leading representative in the Colony of His Majesty's Indian Empire, and moreover one of the oldest residents of Hongkong, the gift will be highly appreciated by the community as no doubt it will be by the Royal Family and especially the gracious lady to whose honour the statue will be erected.

In the *Fortnightly*, Count Leo Tolstoy has just conclusively shown that the late William Shakespeare was a much over-rated writer.

The Tung Wen Educational Institution at Amoy has sent us its announcements for 1907. The school reopens on March 5th. The trustees held their annual meeting to-day (Feb. 7th).

The first act of next year's Franco-British Exhibition at Shepherd's Bush was cut early last month by Count H. de Manneville, for the French Ambassador. The Duke of Argyll participated.

The Hongkong and Shanghai Banking Corporation having invited subscriptions for £500,000 five per cent sterling bonds, being part of a loan for £2,250,000 of which £2,250,000 has been issued, for the Shanghai Nanking Line (Imperial Chinese Railway), the money was largely oversubscribed in a few hours, and the list closed. One of yesterday's mail papers states that one firm bid for the whole issue.

A communication has been issued to the Berlin Press contradicting the widely-circulated statement that the German Admiralty is laying down a new armoured cruiser of unusually large dimensions. The main reason why the new cruiser will cost considerably more to construct than the previous vessels of its class is that it will be fitted with turbine engines, which are 60 to 80 per cent dearer than the ordinary ones hitherto used.

The *Diadem*, first-class protected cruiser, Captain H. W. Savory, M.V.O., will shortly return home from the China Station, and her place there will be taken by the first-class cruiser *Belford*, now refitting at Chatham. On the home voyage, the *Diadem* will call at Bombay for the paid off crews of the *Lapwing* and *Sphinx* of the East Indies Squadron. The cruiser *Spartiate*, after embarking at Devonport ratings for the *Tamar*, *Saige*, *Widgeon*, and *Woodcock*, left Plymouth on Jan. 10th for the East Indies and China Station.

By kind permission of Lt.-Col. Price, D.S.O., and Officers, the Band of the 129th Duke of Connaught's Own Baluchis will play the following programme of music at the King Edward Hotel during dinner on Thursday, the 7th February, 1907 (weather permitting):

March..... "Caractacus"..... Pitt  
Overture..... "Volvo"..... Reimer  
Valse..... "La Svegliata"..... Reimer  
Select..... "Lucia d'Amormoor"..... Donizetti  
Serenade..... "La Maudslayi"..... Ellensberg  
Cortese Solo..... "Clement  
Selection of Offenbach Songs arranged by Winterbottom  
Gavotte..... "Rumice"..... Perdue  
God save the King.

Messrs. Dyster, Nalder & Co., of Crosby Square, London, in their last monthly circular report said: Hides.—The supply during the month of all descriptions in the hair and tanned has been 338,514 hides and the sales total 168,781 hides. China.—No public sales have been recorded during the month. Spot sales and auction sales were year amount to 37,587 hides, against 37,533 last year, 37,780 in 1904, 54,251 in 1903, 68,399 in 1902, and 79,115 in 1901. The total shipments of hides during the year, of which 15 per cent are computed to be Buffalo, have reached 1,350,000 hides, against 1,600,000 last year, 2,138,450 in 1904, 1,945,460 in 1903, and 1,953,273 in 1902. Japan.—No sales have been reported here this year. Previous sales were 625 hides in 1904, and 1,061 in 1903.

The Royal Geographical Society has come down in the world: it is now more ornamental than useful. The number of mere globe-trotters and shallow "observers" who can write F.R.G.S. to their names is now overwhelming. Whether Miss A. L. Murrell is a "Fellow" or not, we do not know, but doubtless the distinction will follow. We read that to a mixed adult and juvenile audience at Burlington House she did on January 4th "lecture" on Japan. The Japanese, she said, were not an inventive people, and, in fact, she saw only one invention by a native during the whole time she was in the country. That was a letter-box. But the people were wonderful imitators. On one occasion she wanted a new bodice made, and sent an old one to a Japanese tailor—as a pattern, saying she wished one exactly the same—of course, she meant in size and style. The new one came back with a patch on the arm. There was similar patch on the pattern one. The report says "laughter" followed this, which strikes us as grossly irrelevant. That venerable story was told before Miss Murrell was born. If "during the whole time she was in the country" she saw "only one invention by a native," how long was she there? We give it up. And that is the educative value of the R. G. S.!!

The Merchant Service Guild have been in communication with the Foreign Office on the subjects of piratical attacks on British steamers trading in China, with particular reference to the case of the *Siamon*. Sir Edward Grey replies to the Guild that His Majesty's Government are fully alive to the importance of the question and that the commanding officers of His Majesty's ships on the West River are being called upon to report periodically on the state of security of traffic on the waterways in the neighbourhood of Canton, and from time to time to suggest such improvements as may appear to them desirable in the plans devised for keeping piracy in check. The Chinese Government also have sent very stringent instructions to the Canton Viceroy with regard to the necessity of suppressing piracy. Sir Edward Grey further adds that a claim for compensation will be presented to the Chinese Government by His Majesty's Minister at Peking. The presentation of the claim has for the present been delayed at the request of the Hongkong Chamber of Commerce in order that representations made by them respecting one of the items of the claim may be considered. The Guild have informed Sir Edward Grey of their satisfaction at the steps which he is taking in this important matter.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## SNOWSTORMS IN CANADA.

LONDON, February 6th.  
Forty trains are snow bound in Western Canada.

## SPOTTED FEVER SPREADING.

LONDON, February 6th.  
Spotted fever is spreading in Scotland and Belfast.

## OBITUARIES.

LONDON, February 6th.  
Lord Thring, General Sir A. Alison, and Sir Godfrey Lushington are dead.

[Henry Thring, K.C.B., was raised to the peerage in 1886. Born in 1818, he was called to the bar in 1845, was counsel to the Home Office from 1860 to 1868, and parliamentary counsel from 1868 to 1896.]

General Sir Archibald Alison retired in 1893. He was a distinguished military career, seeing active service in the Crimea, India, Afghanistan, and Egypt. He was Commander-in-Chief in Egypt during 1883-3, and commanded the Aushet Division from 1883 to 1893.

Sir Godfrey Lushington was Permanent Under Secretary Home Office from 1885 to 1895.

## GERMAN POLITICS.

LONDON, February 6th.  
The German Socialists have suffered further losses at the polls.

## SHANGHAI FRAUDS.

SHANGHAI, February 6th.  
F. M. Goode, the absconder arrested in America on charges of extensive frauds in Shanghai, has pleaded guilty and been sentenced to eighteen months' imprisonment.

## CRACKER DANGERS AT SHANGHAI.

SHANGHAI, February 6th.  
A case of Cantonese crackers exploded while under examination at the Customs House to-day. Three Chinese assistants were injured, one seriously.

## NEW SHANGHAI CLUB.

SHANGHAI, February 6th.  
The new Club Concordia was opened to-day with an interesting ceremony.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## MOROCCO.

LONDON, February 4th.  
The Sultan of Morocco has applied to the Powers for a joint loan of £400,000, pledging the expenses of the expedition against the Pretender Rasuli.

## THE CONGO FREE STATE.

LONDON, February 4th.  
The Belgian Parliamentary Committee which was appointed to prepare for the annexation of the Congo Free State threatened to break up unless the King furnishes documents which have hitherto been withheld.

## THE KING'S VISIT TO PARIS.

LONDON, February 4th.  
Prince von Radolin, the German Ambassador to France, had half an hour's conversation with King Edward at the British Embassy. The King and Queen lunched at Versailles, and afterwards visited the museum at the Chateau d'Ogilvy.

## THE FAMINE IN CHINA.

LONDON, February 4th.  
The flour mills in Winnipeg have sold 10,000 bags of flour, destined for the relief of the famine in China.

## THE UNITED STATES AND JAPAN.

LONDON, February 4th.  
Advice from Washington says there is reason to believe that President Roosevelt has arranged, through diplomatic channels, an understanding with Japan.

## A MUNIFICENT GIFT.

WINDFALL FOR BENEVOLENT SOCIETY.  
We are informed by a member of the Hongkong Benevolent Society that a cheque for \$10,000 has been received from Mr. H. N. MODY for the benefit of those who are looked after by the Society. Mr. MODY has for a quarter of a century been most liberal in his donations to the poor and suffering, and deserves every praise for his munificent gift. Now that a splendid start has been made to help a Society which is doing a noble work, but which is sorely in need of funds, it is suggested that other citizens should come forward with what they can spare and augment the handsome gift of Mr. MODY.

## THE ROYAL VISIT.

MAGNIFICENT RECEPTION.  
BRILLIANT SCENES AND PICTURESQUE CEREMONIES.

Yesterday Hongkong was roused from its routine of work-a-day existence to give welcome to members of the reigning family of Great Britain, and needless to say the welcome was a royal one, distinguished by the greatest cordiality and enthusiasm. Their Royal Highnesses the Duke and Duchess of Connaught and the Princess Patricia were received with many of the honours due to their exalted position and even greater entertainment would have been offered had they felt disposed to accept it. There was again that display of loyalty and affection to the Throne which royal visits, though few and far between in Hongkong, evoke on the part of the residents of the colony, and all classes joined in extending a welcome to our Royal guests.

Fortunately the weather was fine, and in the bright sunshine the ceremonies of the day were invested with a brilliance and a picturesqueness which must have impressed the event on the memory of all beholders. The day had been declared a public holiday, and the populace, young and old, took advantage of the opportunity to enjoy the privilege so seldom given in this outpost of the Empire to gaze at representatives of the reigning family and to participate if only at a distance in the events of the day.

When day broke yesterday there was an air of excitement easily felt, and this deepened as the morning advanced. The gun fired shortly before eight o'clock told that the P. and O. steamer *Delhi* had maintained the punctuality which characterises the English mail and that the Royal visitors would be here in less than an hour. Soldiers began to appear and take up their positions on the route from Blake pier to Government House, while the regulations of traffic necessary to the occasion were put into operation. Bunting was lavishly exhibited, and a pleasing animation characterised the city.

## ON THE HARBOUR.

On ordinary days the harbour of Hongkong presents attractive features which are to be seen in few parts of the world. Grim vessels of war, British and foreign, stately merchantmen and out-of-date sailers lying at anchor amongst various native craft which to visitors, royal or otherwise, are always sources of wonder. Yesterday the natural beauties of our fine harbour were supplemented by the prettily dressed ships, launches and junks. The Chinese Dragon floated from the piers of most of the junks lying in the West Point anchorage, while all the launches which formed the passage way through which the Royal party passed on their way to Blake pier displayed various forms of decoration which but time and forethought could have so tastefully arranged. The pressmen on the river were aboard the steam yacht *Canada*, which was kindly placed at their disposal by Mr. A. H. Kemm, and headed the right line of launches. Looking shoreward from this point of vantage, the Praya was observed to be densely packed at an early hour, while unusual number of banners floating from the flagpoles of European residences, and the decorations of Chinese houses, pronounced the fact that it was a great gala day in Hongkong. At an early hour in the morning the sun was shining brightly, and gave promise of the beautiful day which succeeded. The heavy mist which obscured the Peak at eight o'clock, about the hour when the *Delhi* was signalled, had completely vanished by 9 a.m., and when the P. and O. liner dropped anchor with its royal passengers aboard a quarter of an hour later the city lay before them resplendent in all its holiday array, and all the mansions and forts of the Peak were visible.

As the *Delhi* steamed into port, Inspector Langley on the Police launch displayed great energy in clearing the road, while Mr. E. Jones, the Assistant Harbour Master, and Messrs. Moller and Muggins, boarding officers, were active in arranging the formation of the line of launches. When the vessel made fast H.E. the Governor and others put off in the Harbour Master's launch *Victoria* and welcomed the royal party to Hongkong; then Admiral Moore left his flagship, the *King Alfred*, and accompanied by other naval officers in port boarded the *Delhi* to greet Their Royal Highnesses. The British party was followed by a Japanese launch on board of which was Admiral C. Tamaru, and then came a French launch and outer barge Commander Foulneal and Captain Fottier to pay their respects.

After a brief stay on board, during which time all eyes were turned on the *Delhi*, H.E. the Governor returned to Blake Pier, and again the Governor's launch *Victoria* steamed for the P. and O. ship. By this time the *Delhi* appeared to be in charge of the naval and military. Planned army officers took possession of the bridge and the upper deck while the blue-jackets were to be seen in the forward part of the main deck busily signalling the fleet. In short, the unusual stir and bustle on board the merchantman at this time proclaimed the fact that the royal party were ready for the shore, and soon they were observed descending the gangway.

Four bells sounded just before the Harbour Master, Lieut. Beckwith, R.N., pushed off with the distinguished visitors, and as the *Victoria* cleared the liner the guns of the British and foreign war vessels in port belched forth in a royal salute, the echo of each shot reverberating among the hills as if to make more pronounced the hearty welcome to the populace. For a few moments the harbour presented the appearance of a naval battle-field, but which is sorely in need of funds, it is suggested that other citizens should come forward with what they can spare and augment the handsome gift of Mr. MODY.

*Delhi* also, which had but displayed the Union Jack at the peak while the Royal party were on board, was observed to be a mass of bunting by the time the landing was effected.

## AT BLAKE PIER.

Blake Pier was of course the scene of great preparations. It was here that the Royal visitors were to land and it was here that the people massed to witness the event of the day. For some days beforehand the pier had been overrun by workmen and the greatest activities were in progress. The result of all that energy was really remarkable. Blake Pier looked quite imposing and was certainly worthy of the honour of inviting Their Royal Highnesses to step ashore and renew acquaintance with Hongkong. The pier itself had an outline of venetian masts, from which were suspended streamers, while a wealth of pot plants imparted a pleasing effect to the sides. A striking contrast to the green was the rich crimson cloth which covered the floor, and another touch of the picturesque was provided by the Baluchi guard of honour which was posted there. Standards had been erected at each side and these were crowded with ticket holders. The approach to the pier which had been raised for the occasion was also raised off, enabling the police to regulate the traffic and the soldiers the better to hold the route. The statue of the Duke of Connaught occupied the place of honour, facing the pier, and it certainly looked well with its floral embellishment. The buildings on the Praya were covered with bunting, perhaps the most lavish display being on King's Buildings, and from the Hongkong Hotel to the new Post Office strings of flags crossed the road.

By nine o'clock the people had begun to assemble. A dense crowd gathered at the approach to the pier, the balconies and verandahs commanding a view of the place were taxed to the limit of their capacity, and other coigns of vantage were secured by the more daring. H.E. the Governor and H.E. the General having proceeded to the ship to pay their respects to Their Royal Highnesses, the people on shore had their excitement quickened and most eyes were turned seawards. To receive the Royal party on the pier were H.E. Major General Broadwood, C.B., General Officer Commanding the troops in South China, Captain Bonham, A.D.C., Colonel Darling, Colonel Kent, Colonel Seymour, Colonel Aitken, Colonel Price, Colonel Moncrieff, Major Chichester, Major Rose, Major Williamson, Major Philips, with Capt. M. A. Hamer in command of the guard of honour. The Reception Committee, consisting of the following gentlemen, attended: Sir Paul Chater, Kt., C.M.G. (Chairman), The Hon. Mr. W. J. Gresson, The Hon. Mr. H. E. Pollock, K.C., The Hon. Mr. E. A. Hawett, The Hon. Mr. Wei Yak, The Hon. Dr. Ho Kai, M.S., C.M.A., The Hon. Mr. E. Osborne, The Hon. Captain F. J. Bodeley, The Hon. Mr. W. Chatham, Lieut. C. Wm. Beckwith, R.N., Messrs. J. B. Smith, D. R. Law, A. J. Raymond, G. H. Melhus, D. M. Nissim, G. Balloch, H. E. Tomkins, A. G. Wood, T. B. Cochrane, H. N. Mody, H. W. Looker, T. F. Hough (Hon. Secretary), Henry Humphreys, R. Shown, Fung Wa Chun, Lau Chun Pak, Ho Kom Tong, Si Po Sun, Ho Fook, U. Hoi Chai and Pun Yai Chue. Besides the Hon. Mr. F. H. May, there were also present Mr. A. G. Wise (Palace Judge), Mr. H. H. G. Gompertz (Attorney-General), H.E. Wu Ting Fang, Lady Pigott, Mrs. May, Bishop Pozzoni, Mr. A. G. Romano (Portuguese Consul General), Rev. G. Scarle, Dr. Jordan, The Hon. Mr. L. A. M. Johnston, Hon. Dr. and Mrs. Atkinson, Dr. and Mrs. Thomson, Dr. Watson Wright, Lieut. Fraser, Mr. and Mrs. Moxon, Mr. and Mrs. Gordon, Mr. and Mrs. Vernon, Mrs. Shown, Messrs. A. G. Morris, A. J. Raymond, A. H. Rennie, J. A. Japp, H. P. Tooker, A. G. M. Fletcher, W. J. Tutehor, etc.

## THE LANDING.

Punctual to the stroke of ten the guns of all the man-of-war in the harbour belched forth the royal salute, the report of the guns reverberating on both shores with a telling effect. This was the signal that the Royal party had boarded the *Victoria* and were now proceeding shorewards. The launch which had become the cynosure of all eyes was seen leaving the big ship, the large Union Jack at her stern almost trailing in the water. The gate of all rested on the *Victoria* as she made her way past the line of beflagged launches, and in a minute or two she was alongside the pier. The Baluchi Band played the National Anthem as the Duke and Duchess reached the top of the steps and the guard came to the salute by presenting arms and raising the colours. Major General Broadwood, Colonel Darling and other officers had gone forward to receive their Royal Highnesses, and after a few words of greeting His Royal Highness, who wore the uniform of a Field Marshal, inspected the guard, which was drawn from the regiment named after himself. Then the royal party advanced to the end of the pier proper where the members of the Reception Committee and others were introduced to the Duke and Duchess. This over, Sir Paul Chater took up a position in front of the Duke, Duchess and Princess, and read the address of welcome which was in the following terms:

TO THEIR MAJESTIES THE ROYAL HIGHNESSES  
PRINCE ARTHUR WILLIAM PATRICK  
ALBERT.

DUKE OF CONNAUGHT AND OF STRATHMARE, K.G., K.C.B., K.C.M.G. AND PRINCE'S KNIGHT OF THE GRAND CROSS OF THE ORDER OF THE BATH, G.C.B., G.C.M.G., G.C.L.E., G.C.V.O., INSPECTOR GENERAL OF THE FORCES, ETC., ETC., ETC.

May it please Your Royal Highness:—  
Seventeen years ago it was our great pleasure, in welcoming Your Royal Highness and Your Royal Consort to our Colony, to express our loyalty and devotion to our late beloved Queen whose loved and revered memory abides in the hearts of all of us who were Her subjects or



The I.G.M. Australian line str. *Sigsmond* left Manila on Tuesday, the 5th inst. at 5 p.m., and may be expected here on or about Friday, the 8th inst., at daylight.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Reading, &c., should be addressed to the Editor, and must be accompanied by the name of the sender. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: Press, Codes: A.B.C. 5th Ed. Editor's P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**AGENT WANTED** by one of the Oldest and Largest Dealers in EUROPEAN MUNICIPAL PREMIUM BONDS in Paris, to sell these Securities on the Continent. Plans as authorised by Government. Liberal Commission paid. Suitable for Insurance Companies or Travellers with spare time. A pushing man can do profitable business. First-class references indispensable. Apply, with references and full information, to PREMIUM, care Messrs. Gordon & Gorch, 15, St. Bride Street, London, E.C. 4, England. (358)

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW AND FOCHOW.

**THE Company's Steamship**

"HAICHING."

Captain A. E. Hodgkins, will be despatched for the above Ports on SATURDAY, the 9th inst., at 3 P.M.

For Freight or Passage, apply to DOUGLAS, LAURENCE & Co., General Managers.

Hongkong, 6th February, 1907. 356

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports on MONDAY, 11th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents.

Hongkong, 6th February, 1907. 357

**NOTICE TO CONSIGNEES.**

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship**

"CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th inst., will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such as to impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

**NOTICE TO CONSIGNEES**

**THE P. & O. S. N. Co.'s Steamers**

"DELHI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex "Marmosa."

From Calcutta, ex "Malacca."

From Port Said, ex B. I. S. N. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HAWETT, Superintendent.

Hongkong, 6th February, 1907. 1

**SANITARY DEPARTMENT.**

**FREE VACCINATION** is performed at the following Hospitals as follows, Sundays excepted.

GOVERNMENT CIVIL HOSPITAL 2 p.m. to 4 p.m.

ALICE MEMORIAL HOSPITAL 10 a.m. to noon.

NETHERSOL HOSPITAL 10 a.m. to noon.

TUNG WAH HOSPITAL 10 a.m. to 4 p.m.

J. M. ATKINSON, Principal Civil Medical Officer.

Hongkong, 1st February, 1907. 339

**STORAGE.**

FOR OIL, TALLOW, &c.

**TO BE LET.** A Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

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For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 6th June, 1906. (106)

**NOTICE TO KOWLOON RESIDENTS**

**EXTRA COPIES** of Daily Press are on sale daily at the KOWLOON BOOK STALL, Mr. H. BUTTONE'S KOWLOON STORE, No. 38, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

## AUCTION

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

**FAVOUR**ED with instructions, will sell by PUBLIC AUCTION, TO-DAY (THURSDAY), the 7th February, 1907, at 2.30 P.M., at his Salks Room, No. 84, Queen's Rd. Central, JAPANESE GOODS, comprising—SATSUMA, CLOISONNE and LACQUERED WARE, SCRIPPS, EMBROIDERIES, FIGURES, WATER-COLOURS, &c. Terms—As usual. Hongkong, 6th February, 1907. 355

## INTIMATIONS

THEATRE ROYAL, CITY HALL.

**THE HONGKONG AMATEUR DRAMATIC CLUB**

WILL PRESENT

A FARICAL COMEDY

ENTITLED

"FACING THE MUSIC"

BY CHARLES HENRY DARNLEY.

FRIDAY, 15th FEBRUARY, 1907.

SATURDAY, 16th

MONDAY, 18th

AT 9 P.M.

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SAILORS and SOLDIERS in uniform Half-Price to Pit Stalls and Box.

Booking Office at the ROBINSON PIANO Co., Open on and after MONDAY, 11th February, 1907, at 10 A.M.

Hongkong, 4th February, 1907. 340

**MAIL TABLES**

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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On Paper ... 20 "

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PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO.,

Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. (128)

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FURNITURE STORE

HAVE THIS DAY

REMOVED TO

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Hongkong, 29th January, 1907. 2051

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**THE HONGKONG STEAM WATER**

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any Quantity of PURE FRESH WATER

to the Shipping, both for Deck and

Boilers.

Call Flag—W.

J. W. KEW,

Manager.

Hotel Mansions, 3rd Floor.

Hongkong, 5th August, 1905. 2264

**CHILDREN OF FAR CATHAY**

A SOCIAL AND POLITICAL NOVEL OF

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Service, Author of "The Mystic

Flowery Land," etc.).

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Pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Forces at the battle of Kowloon, is dedicated

to Sir ROBERT HART, G.C.M.G., and Dr. A. LEWIS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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DAILY PRESS" Office.

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A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the

English Mails from the Year of the Closing

of the Indian Mints to the Free Coinage of

Silver

FROM 1893 TO 1905;

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LEAF, BAR SILVER (From 1900),

and other Useful Information.

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## PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

**THE ORDINARY ANNUAL GENERAL MEETING** of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Central, on SATURDAY, 8th February, 1907, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1907, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 28th January, 1907. 290

**THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE EIGHTY-FIRST ORDINARY**

HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HONG KONG, on TUESDAY, the 12th February, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, both days inclusive.

By Order of the Board of Directors, W. CLARKE, Secretary.

Hongkong, 21st January, 1907. 252

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors, J. E. M. SMITH, Chief Manager.

Hongkong, 29th January, 1907. 307

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the REGISTERED SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 16th day of February, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. E. M. SMITH, Chief Manager.

Hongkong, 29th January, 1907. 305

**HONGKONG ICE COMPANY, LIMITED.**

**THE TWENTY-SIXTH ORDINARY**

ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 A.M. on MONDAY, 18th February, 1907, to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 18th February 1907, both days inclusive.

Hongkong, 2nd February, 1907. 332

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE ORDINARY YEARLY MEETING** of Shareholders will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st February, 1907. 322

**ON SALE**

**BOUND VOLUMES** of the HONGKONG

WEEKLY PRESS, January to June

1906. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office

Hongkong 27th July, 1906

**MITSU BISHI DOCKYARD**

AND ENGINE WORKS,

NAGASAKI.

**CODE WORD: "DOCK."**

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NEW DOCK NOW OPEN.

**DOCK No. 3.**

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 94 "

Width of Entrance on Bottom ... 83 "

Water on Blocks at Spring Tide ... 34 "

**DOCK No. 1.**

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 78 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 61 "

**DOCK No. 2.**

Extreme Length ... 571 feet.

Length on Blocks ... 564 "

Width of Entrance on Top ... 68 "

Width of Entrance on Bottom ... 63 "

Water on Blocks at Spring Tide ... 22 "

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ANCES to undertake BUILDING or

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WORK.

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always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 730 I.H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for notice.

1175

## INSURANCES



## NAVAL PROMOTIONS.

The following promotions were announced by the Admiralty:

Vice-Admiral Albert Baldwin Jenkins to be Admiral in his Majesty's Fleet.  
Rear-Admiral the Honourable Sir Hedworth Lambton, K.C.V.O., C.B., Extra Equerry to the King, to be Vice-Admiral in his Majesty's Fleet.  
Captain Ernest Alfred Simms, A.D.C., to be Rear-Admiral in his Majesty's Fleet.  
Rear-Admiral Charles James Norcock to be Vice-Admiral on the retired list.

(All to date January 1st, 1937.)  
The following commanders have been promoted to the rank of Captain in his Majesty's Fleet:

Cunningham Robert de Clare Foot.  
Algeron Walker Housage, M.V.O.  
Frederick Charles Lushmouth.  
Robert Edmund Ross Bonson.  
Philip Howard Colomb.  
George Holmes Berrett.  
Charles Ferdinand Henderson.  
Brian Herbert Fairbairn Bartlett.  
Marion Rowley Hill.  
Henry George Glen Sandeman.  
Walter Henry Cowan, M.V.O., D.S.O.  
Philip Wylie Dumas.  
(To date December 31st, 1936.)

Spencer Allen Hickley.  
Richard Webb.  
George Robert Mansell, M.V.O.  
(To date January 1st, 1937.)

The following have been promoted to the rank of Commander in his Majesty's Fleet:

Francis Gerard St. George Brooker.  
Hugh Barrington Le Fanu.  
Ernest Foster Gregory.  
Harry Hesketh Smyth.  
John Foster Grant Dalton.  
Oswald Harcourt Davies.  
The Hon. FitzWalter George Probya Butler.  
Marchant Hugh Penfold.  
William Henry Dudley Boyle.  
Frederic George Brine.  
Herbert Norris Hunter.  
James William Guy Innes.  
Henry Cyril Eydell Brookbank.  
John Maxwell Dalrymple Elphinstone Warren.

Alexander Lowndes.  
Robert Algernon Newton.  
Cyril Samuel Townsend.  
Cecil Minet Staveley.  
Edgar Robert Morant.  
John Ernest Tiers Harper.  
Henry Edgar Grace.  
John Derwent Allen.  
(To date December 31st, 1936.)

Alfred Astley Elliott.  
Robert Gordon Douglas Dewar.  
Alan Geoffrey Hotham.  
Herbert Neville Garnett.  
Hubert Seale Cardale.

## EXPLOSION OF TIBET.

## NATIVE OPPOSITION.

Dr. Frick Zugmayer, who recently concluded a notable expedition in Tibet, has arrived in Europe, having travelled via Kashmir and Bombay. The explorer is gratified with the result of his expedition, which was a great success, save in the one point of the attitude of the Tibetans, who stopped his further advance south. Dr. Zugmayer expresses his astonishment at the attitude of the Tibetans, who he found in Tibet, even in parts of the country which were only populated by Nomads. He says:

"As soon as I came into contact with these people mounted messengers were despatched at full speed to the next Nomad chief or village, and as my caravan could not necessarily only advance very slowly, the Tibetan authorities had ample time to gather troops and prepare themselves for serious resistance in case I should try to force my way through. This, however, was quite out of the question, so I had to leave the country by the passes in the direction of Kashmir, which have already become a kind of 'emergency exit' for unlucky travellers. The Tibetans," adds the Austrian explorer, "were by no means rude, but they were very determined, and they took a great deal of persuasion in order to move them from their original request that I should simply retrace my way back to Turkestan."

Dr. Zugmayer wishes special reference to be made to the extraordinary country, with which he was treated both by the British representatives in Ladakh and Kashmir, and by Mr. G. Macartney, the British agent at Kashgar. The explorer declares that he experienced so much politeness and real help from all the British authorities whom he met during his hazardous journey that it would appear ungrateful not to mention the fact.

How to be beautiful—Keep your complexion, Mrs. Ellison's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialities for the Skin are the agents of a lifetime. A.J.S. Watson & Co., Ltd., Sole Agents.

Cunliffe, The Pioneer Experts in Financial Matters.

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CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased at sight. Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

LADIES' AND GENTS' BOOTS AND SHOES.  
EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.  
PRICES MODERATE.

A TACK & CO.,

23, DES VOGES ROAD CENTRAL.  
HONGKONG, 18th January, 1937.

## IF JAPAN ATTACKS HONGKONG.

Following the remark that some day soon one of the Powers will have to fight Japan (vide to-day's leader) "Halo" in the Naval and Military Record has the following references to hypothetical possibilities:

"Looking at the interests of Germany and France in those waters, their natural antipathy to each other in Europe, and the size of their fleets, it is hard to realize that either nation could venture on an enterprise which would have to consist of at least twenty 'capital' ships and their attendant cruisers, &c., to ensure even an equality on the scene of action. By no other means could a war be prosecuted between these nations, as the military forces of either side could not be brought into action until the command of the sea had been decided. Unless these two nations made a compact to abstain from an aggressive policy against each other in Europe during the course of the war, they could not afford, politically, to send such an armament on such a venture, and would have to let their Eastern possessions go, making the best terms possible under the circumstances. America is in rather a better position to wage such a war, as though her possessions in those seas would almost certainly go for the time being, she could concentrate a large force on her Western seaboard, which would place her in a favourable geographical position for prosecuting the enterprise. Such a war for America would be extremely hazardous and uncertain in its results, but it is hard to realize that she would not make a success of it. Her great wealth, geographical position, freedom from political complications with other great powers, genius and resources would almost certainly win in the end. Russia is the only nation that can bring both naval and military forces into action at the same time. Owing to her position in Europe she can afford to detach even the whole of her fleet and a very large military force without affecting the situation at home. To add to this, her fleet has a large and heavily fortified port in the Far East to concentrate upon, the like of which is not held by any other European nation, and undoubtedly in another war with Russia the heaviest fighting on sea and land would take place for the possession of this base.

Coming to the question of the possibility of war between Britain and Japan, the position is as in a most complicated one, owing to the enormous trade interests we have in those seas, the geographical situation and extent of our possessions, and the feebleness of our forces on the spot both naval and military. To view this question as a whole, it is necessary to examine in detail the positions from which our forces can act, then the forces that can be brought to bear, and, lastly, the manner in which this can be done. In the China seas our only base which is in any way able to hold its own is Hongkong. Considerable money has been spent to place this position in a state of defence to enable it to cope with a purely raiding vessel, in no way is it able to stand against a determined attack of a large naval and military force such as compelled Port Arthur to surrender. To enable it to do this at least 300 guns of position and 40,000 men would be required, and the present garrison is certainly under 4,000 men and has a very few guns. As it is situated in an alien country it can only be reinforced from seawards, and until our fleets had made themselves all-powerful in those waters this could not be done. Going further afield, we have Singapore, Sydney, and Esquimaux, which in a way surround the probable area of hostilities. Geographically, Singapore is in the same position as Hongkong, viz., surrounded by an alien country, but the distance to India is short and outside the probable limits of hostilities in the first stage, it can be rapidly reinforced by a field army, making the capture of the place a much more difficult feat than that of Hongkong. Both Sydney and Esquimaux are situated in our territories, and being rich in men and resources, they could easily be placed in such a state of defence that no ordinary over-sea expedition could contemplate their capture and retention except by the employment of enormous masses of men and material.

As already pointed out, our naval forces in the East have been reduced to cruiser squadrons of no fighting value as opposed to battleships, and they would have to wait until a purely defensive war until the battle squadrons arrived on the scene. This would mean the total abandonment of the seas between Singapore, Sydney, and Esquimaux, and would be immediately followed by the surrender of Hongkong, Weihaiwei, and probably Fiji and other possessions in the Pacific. Now, the immediate abandonment of such an outpost of the Empire as Hongkong could not be looked upon except with consternation, but this would certainly be sound strategy taking into consideration the strength of our fleet in those waters, the capabilities for defence of the place, the time that would elapse in which it would be possible for a battle squadron to arrive, and the concentration and strength of the enemy on the spot. Hongkong, though valuable as a base against any other nation in the world, is at present in an utterly inadequate state to hold out for even a short period after the naval abandonment of the China Seas, as the few cruisers we have at present in those waters could have to give way to the smallest fleet of battleships. The nearest defensive line that our fleet could take up would be from Singapore to Sydney and Esquimaux, and there try to await reinforcements from home.

The question now left to be considered is: How could our naval forces be so increased in size on the outbreak of war, as to enable an offensive position to be taken up? This is only one answer to this question, and that is by the dispatch of a fleet of 'capital' ships from European waters. This force would at least require a twenty-five per cent margin of strength over the forces of the enemy, not only to ensure success, but to hold what had been gained once the command of the sea had been assured. In addition, large military forces would have to be moved at the three points—Singapore, Sydney, and Esquimaux, with the necessary transport to enable the outlying stations of the enemy to be occupied. Judging by things as they are at present, and what they are likely to be in a few years' time, 25 battleships, 25 armoured cruisers, 30 cruisers, and 50 torpedo-boat destroyers would be the least number required, and a military force of at least 30,000 men at each of the above-named points, with the necessary transport, colliers, &c.

The question remains: Why should we abandon our interests as we have done in the Far East to the aid of a moment or the goodwill of a rival nation? Our policy is, in fact, the diplomatic relations between Great Britain and Japan become strained, when the present treaty comes to a conclusion, over any question that may crop up, as they have a way of doing which least expected, she would make any increase of our forces in these seas an immediate excuse, as the Boreas did, to declare war, and so secure the advantage of the first blow, as she did in the late war. Only by the constant employment of an adequate force of 'capital' ships in those seas can our interests be secured against all comers.

The remedy from a strategic point of view is to immediately replace our three Eastern cruiser squadrons by one fleet of 'capital' ships, cruisers, and torpedo-boat destroyers, free to move from Bombay to Sydney and Esquimaux, so that in the East the great interests of the Empire will be adequately protected and secured from the menace of a dominant naval power on the spot. The withdrawal of our 'capital' ships from the East was a move from a strategic point, and if we are logical in this move why not abandon the Mediterranean also? One writer has likened the late withdrawal of our overseas fleets to the withdrawal of the legions of ancient Rome to guard the heart of the Empire.

## NAVAL GUNNERY.

## THE QUICK-FIRING TESTS.

## SATISFACTORY PROGRESS.

In close succession to the issue of the results of the gunlayers' test with heavy guns, for 1906, the Admiralty now make known the result of the test of gunlayers with light quick-firing guns in his Majesty's Fleet in 1906, and the result of battle practice from torpedo-boat destroyers. It is stated that their Lordships note with great satisfaction the very marked improvement in the results as compared with those obtained in 1905.

With each return an abstract of the firing for 1905 and 1906 is given, the following tabular statement being that which precedes the result of the test of the gunlayers with light quick-firing guns in his Majesty's Fleet, 1906—

Number of ships that fired	Hits
guns	1,118 1,421
hits	2,226 4,666
misses	3,281 8,815
Percentage of hits to rounds fired	21.63 34.33
Hits per gun per minute	2.12 3.417
12-pounders	8 8.144
6 and 8 pounders (except Vickers)	1.97 3.358
3-pounders, Vickers	8.444

It will be seen from the above table that the percentage of hits to rounds fired is more than six as much again what it was in 1905, and that the rate of hitting has also improved considerably. A second table gives, in order of merit, the particulars of the fleets or squadrons taking part in the firing, with the results obtained in the case of 12-pounder guns—

Fleet	No. of ships	Hits
Atlantic	8	4,568 Hindustan ... 7.64
Second Cruiser	4	4,215 Berwick ... 5.25
Third Cruiser	3	4,107 Leviathan ... 5.30
China	4	4,055 Kent ... 5.13
Mediterranean	9	3,580 Bulwark ... 5.05
Australia	3	3,016 Powerful ... 3.61
First Cruiser	3	2,891 Good Hope ... 2.81
Channel	2	2,661 Glory ... 5.92
East Indies	1	2,303 Hermes ... 2.30
Total	55	3,417

## THE BRIDGE MANIA.

One of the greatest objections to playing bridge is that you meet more dogmatic theorists in a month's games than you strike in years of any other happy existence. I have played bridge, and in the old days whilst, and in the sad time of bachelorhood poker, but never, never, till I took up this unhappy 'ho-ho' pot of solo, dummy, scart, etc., did I realize there were so many men in this world who were right, where others were wrong. One did not complain about criticism if one forgot to count the thirteenth and lost that trick when trumps were out in whist, or overlooked the signal, one stood with equanimity the caustic remarks of one's partner, but when Jones tells you that if you had played the heart convention he would have made another trick, and seems to think you have done him an irreparable injury, it "masks the monkey to sit up" as a brilliant Frenchman observed in my hearing. It is the fate of most men to meet those terrors of the card room who sit down, look across at one with a baleful eye, and say "I play the heart convention, lead from strength, and discard from weakness partner" as much as to say "if you don't do the same you're a more pitiful fool than I took you to be." To suggest that you never play with such observation as it is so well known by the other side, that you adopt the Canadian discard, except when diamonds are declared, when you use the circular discard, that you always lead from length except when headed by a tenace, is sometimes effective, and has the merit of saving every body, yourself included, in a perfect state of ecstasy concerning what you do play. The man who never declares on hearts unless he has seven, is as great a nuisance as he who fails to go no trumps as a regular rule when left, unless he has two aces and three kings guarded. There are those who claim to play every year of your life, and who are so sure of their own policy at any stage of the game. Of such are those who—according to a sporting paper—having been annoyed at the insistence on this principle by an opponent

earlier, bided his time till the other side had gone into a trance, and he had eight with a three major and then promptly doubled and remarked "I never lead the two unless I have ace, king, queen and five others" and putting down the two saw his partner's knave make and the lead returned and scooped game and rubber. It is a wonder to the ordinary man on what grounds the theorist bases his malevolent assertion, the theorist who regards others as miserable players if they do not play the heart convention or do not adopt the English discard. They regard such as being outside the pale of serious players, and yet in America and on the Continent there are discards and conventions which have just as striking effects as these, where the player of ours would be looked on as a hopeless idiot. In fact where these fond in human shape make their mistake is in imagining that rules make the play, it is the dear old controversy of book learning against natural intelligence. "I mean who knows what is out, who has guessed nearer than the others where the rest lie, who can bludge the facts out what it can be, apart from convention, is the better player, and it will often be found that the best player is worst versed in conventions."—Mayo in Singapore Free Press.

## CROWN AGENTS.

## THE OTHER SIDE.

Each of the self-governing Colonies, with the exception of Newfoundland, has its Agent-General in London, who transacts every variety of public business. Up to 1830, or thereabouts, the Crown Colonies had each their Agent also, but for individual agencies was gradually substituted a large public department whose affairs have been more fully discussed lately. The office of the Crown Agents for the Colonies, though under the Colonial Office, costs Great Britain nothing, and its affairs therefore do not come before Parliament. Its cost is defrayed thus: The necessary expenditure being known, and a fair idea existing of the aggregate quantity of business done every year under various heads, a scale of charges for this business has been prepared by the Colonial Office—so much for raising loans, so much for large orders, so much for small; and much work is done without remuneration. From the fund thus raised the officials are paid fixed salaries. The business done is enormous, as apart from loans, purchases amount in value to millions yearly, and range from ships to regiments, from railways to musical instruments. With such a staff the Crown Agents furnish a treatise on the probability of a West African railway meeting Rhodes's Cape to Cairo line and discuss the propriety of adding an euphonium to a police band. They advise on questions pertaining to the money market, the creation of a harbour, or the establishment of a hospital, they select professional men, mechanics, nurses, &c., and they do a hundred other things which it would be tedious to specify. Of course, a very large staff is employed, and the technical advisers are numerous, and in the front rank of their respective professions. It is a great organization, including wide powers of course, and from time to time it is subjected to a stern criticism. Probably some of this is justified. The Crown Agents have the faults with which all public departments are charged; they move slowly, and are disposed to be autocratic, claiming to know better what a Government must do than does the Government itself. There is a suspicion, too, that unless firms owe to their directors, with occasional humility they will disappear from the list of persons asked to tender. It has often been alleged that there is much corruption in connection with the department, but though one cannot say what may occur between contractors and inspectors, the Agents themselves are men of high official position, who have no temptation to depart from the straight course. The chief sources of dissatisfaction are obvious. Manufacturers who are not on the favoured list feel a grievance, and in the Colonies officials deprived of patronage, and traders naturally anxious to have a slice of the Government business, resent the existence of the Crown Agents' system.

That system has, however, successfully withstood all attacks. It is clear that except in large communities, and in certain lines of business public demands can be best supplied from England. Local officials cannot be as intimate with the markets as are people in England whose business it is to be acquainted with them. In small communities, too, there would be some danger from the inevitably close relations existing between officials and merchants. Then, in the vast majority of cases even the local merchants themselves depend to a great extent on English agents, than whom the Crown Agents can buy more advantageously, owing to the magnitude of their business. This last consideration also applies to the Agent in England of a single Colony, with comparatively small transactions. The question of security is also one of importance. If a big commercial house of high standing were employed by a Colony the same faults would be discovered which are now alleged against the Crown Agents; while if the Agent were a smaller firm or an individual as used to be the case he must be more expensive and some unbusinesslike must always be felt over the large sums passing through his hands, practically without check. No arrangement for exacting a bond would quite meet this danger. Then a difficulty would exist respecting such work as raising loans, which is now done most economically. Of the three methods for doing Government business, (1) the present system, (2) through an Agent in England for each Colony and (3) purchasing locally the first appears to be on the whole the safest and most advantageous.—London Gazette.

MARTIN'S  
APIOL-STEEL  
PILLS  
The latest method of the AMERICAN SYSTEM OF DENTISTRY.  
37, DES VOGES ROAD CENTRAL.  
HONGKONG, 4th September 1905. 1674

DR. M. H. CHAUN.  
THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY.  
37, DES VOGES ROAD CENTRAL.  
HONGKONG, 4th September 1905. 1674

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INDIA, AUSTRALIA, &c.,  
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PRIVATE RESIDENTS AT THE OUTPOSTS.  
A Comprehensive and Complete Record of the  
NEWS OF THE FAR EAST  
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CHAPOTEAU'S  
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The modern restoration of the nervous system. For invalids, professors, and men, teachers, students, etc., and in debility, animal power, dyspepsia of nervous origin, and neuritis. It is readily assimilated and promotes digestion.  
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PLASMON  
The Food for Old and Young.  
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Energy & Endurance  
are essentials to the Worker and the Student. If you would possess these qualities, drink  
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It supplies stamina and vigour, is a healthy stimulant and a most delicious beverage.  
A Cocoa you can Enjoy.

The first Essential  
for the preservation of the Teeth is to keep them clean by constant attention at least every morning and evening.  
An Antiseptic.  
Cleansing with this well known dentifrice tends still further to secure the preservation of the teeth and hygiene of the mouth.  
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so easily, so pleasantly, and so thoroughly. That is why it is such constant demand all over the world.  
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every year to more and more people who have tested its efficacy and who value the appearance and condition of their Teeth.  
SOLD BY LOCAL CHEMISTS AND STORES.  
Made by W. G. Calvert & Co., Manchester, England.



## SHIPPING.

**ARRIVALS.**  
**CATHARINE AUCAR**, British str., 1,730, W. D. A. Thomas, 5th Feb.—Singapore 30th Jan, General.—David Sassoon & Co.  
**CHOYHANG**, British str., 1,424, A. E. Sandbach, 6th Feb.—Shanghai 2nd Feb. and Swatow 5th, General.—Jardine, Matheson & Co.  
**DELHI**, British str., 4,783, J. D. Andrews, R.M.S., 6th Feb.—Bombay 22nd Jan. and Singapore 1st Feb., Mails and General.—P. & O. S. N. Co.  
**HONGKONG**, French steamer, 742, E. Corail, 6th Feb.—Haiphong 1st Feb. and Hothow 5th, General, Rice, Figs and Sugar—A. B. Morley.  
**JOHNNIE MARU**, Japanese str., 709, H. S. Smith, 6th Feb.—Tamsui, Amoy and Swatow 5th Feb., General.—Osaka Shosen Kaisha.  
**KANJU MARU**, Japanese str., 1,041, K. Hasegawa, 5th Feb.—Saigon 31st January, Rice and Figs.—Fukunishi Co.  
**PERCHADURU**, German str., 1,373, C. Gosewisch, 5th Feb.—Bangkok 23rd Jan., Rice and Timber.—Melchers & Co.  
**RAJAHARI**, German str., 1,189, O. Kech, 6th Feb.—Bangkok 28th Jan., Rice and Timber.—North German Lloyd.  
**SILENIA**, German str., 4,314, Bahl, 6th Feb.—Shanghai 3rd Feb., General.—Hamburg-America Linie.  
**SOCHI MARU**, Japanese str., 1,119, T. Suruga, 6th Feb.—Shanghai, Focchow, Amoy and Swatow 5th February, General.—Osaka Shosen Kaisha.  
**TAMRU**, British str., 912, G. Bright, 6th Feb.—Amoy 5th Feb.—Butterfield & Swire.

**CLEARANCES.**  
**AT THE HARBOR MASTER'S OFFICE.**  
 Feb. 5th.  
**Laidon**, French str., for Hothow.  
**Hellas**, German str., for Shanghai.  
**Lock Sun**, German str., for Hongkong.

**DEPARTURES.**  
 Feb. 5th.  
**LOWTHER CASTLE**, British str., for Shanghai.  
 Feb. 6th.  
**AMIGO**, German str., for Hothow.  
**CUCHIA**, German str., for Swatow.  
**FUKUSHU MARU**, Japanese str., for Swatow.  
**HAIM M.**, British str., for Coast Ports.  
**HANUKO**, British str., for Swatow.  
**MAKINOSHIRE**, British str., for Shanghai.  
**WAKARA MARU**, Japanese str., for London.

**SHIPPING REPORT.**  
 The British str. *Tamara* reports: Light to moderate N.E. wind and sea, clear weather.

**VESSELS PASSED ANKER.**  
 Jan. 16, German str. *Strehlen*, Maden, Oct. 25, from Hamburg for B-tavia.  
 Jan. 18, British str. *Bellerophon*, Jan. 18, from Batavia for Liverpool.  
 Jan. 19, German str. *Catharina*, Christopherson, from Delagoa Bay for Anjer.  
 Jan. 20, British str. *Islander*, Wright, Jan. 18, from Singapore for Christmas Island.  
 Jan. 20, British str. *Opack*, Barber, Jan. 20, from Batavia for F'jilajap.  
 Jan. 2, Dutch str. *Ision*, Hazeland, Dec. 16, from Liverpool for Batavia.

**VESSELS IN LOOK.** Feb. 6th.  
**ABERDEEN DOCKS.**—*Sorsogon*, *Monteagle*, *Tronde*, *Z. Y. de Aldeco*, *Prinz Waldemar*, *Kuonghow*, *Empress of India*, *Levin*, *Yuking*, *Empress de France*, *Yanyong*, *Lekin*, *Unphale*, *Rubi*, *Sophia*.  
**COMMUNITAN DOCKS.**—*Peng Fei*, *Haitan*.

**VESSELS ON THE BERTH**  
**REGULAR STEAMSHIP SERVICE**  
 (WITH LIBERTY TO CALL AT MALABAR COAST.)  
**TRIMPOSE**—SAILING FROM HONGKONG FOR NEW YORK.  
 1907  
 9th Feb.  
 "MUNCASTER CASTLE" 12th Mar.  
 "LOWTHER CASTLE" 21st Mar.  
 \* This steamer has excellent saloon accommodation for First-class Passengers at Moderate Rates.  
 For Freight and further information, apply to DODWELL & CO., LTD., Agents.  
 Hongkong, 29th January, 1907. 787

**NAVIGAZIONE GENERALE ITALIANA**  
 (Etorio and Rubattino United Companies.)  
**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MYRINA, NAPLES, LIOBORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.  
 (Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
**"CAPRI"**  
 Captain Belsito, will be despatched as above on MONDAY, the 11th Feb., at Noon.  
 At Lombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.  
 Hongkong, 31st January, 1907. 4

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM FOR FIUME AND TRIESTE (DIRECT).**  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the BRAZIL, to PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
**THE Company's Steamship**  
**"AUSTRIA"**  
 Captain Bilsdorf, will be despatched as above on SATURDAY, the 2nd March, P.M.  
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to SANDER, WIRLER & Co., Agents.  
 Prince's Buildings, Hongkong, 1st February, 1907. 8

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 10th inst.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	Lancelin	MELOCHERS & CO.	About 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL	TOURANE	Frean. str.	—	Winnenberg	HAMBURG-AMERIKA LINIE	On 13th inst.
MARSEILLES, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	G. Bells	MELOCHERS & CO.	On 13th inst.
BREMEN, VIA PORTS OF CALL	GNEISENAU	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINIE	On 13th inst.
HAMBURG VIA PORTS	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 13th inst.
MARSEILLES, HAVRE, CHAGEN & BALTIC PORTS	KINA	Dan. str.	—	Bahl	MELOCHERS & CO.	About 17th inst.
NAPLES, LISBON, HAVRE & HAMBURG	SILESIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 10th inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	Filber	HAMBURG-AMERIKA LINIE	On 20th Mar.
TRIESTE, &c. VIA SINGAPORE, &c.	HABSBURG	Ger. str.	k.w.	Bilsdorf	SANDER, WIRLER & CO.	About 2nd Mar.
NEW YORK	AUSTRIA	Aus. str.	—	—	DODWELL & CO., LTD.	About 9th inst.
YANCOUVER VIA SHANGHAI JAPAN, &c.	SIBIR	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th inst.
YANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 20th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	ATHENIAN	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 26th inst.
SAN FRANCISCO VIA PORTS	TRIMONT	Am. str.	—	T. W. Garlick	TOYO KISEN KAISHA	In April.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Jap. str.	—	W. C. T. S. Filmer	SHEWAN, TOMES & CO.	About 25th inst.
AUSTRALIAN PORTS VIA TOTT DARWIN	DAKOTAH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
YOKOHAMA & KOBE	PRINZ WALDEMAR	Brit. str.	1 m.	E. Dawson	MELOCHERS & CO.	On 11th inst.
YOKOHAMA & KOBE	TRINQUEBAR	Brit. str.	—	MaArthur	GIBB, LIVINGSTON & CO.	On 2nd Mar.
YOKOHAMA & KOBE	TRINQUEBAR	Dan. str.	—	—	MELOCHERS & CO.	About 10th inst.
YOKOHAMA & KOBE	TRINQUEBAR	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 12th inst.
YOKOHAMA & KOBE	DELHI	Brit. str.	—	J. D. Andrews, R.M.S.	P. & O. S. N. Co.	To-day, at 4 p.m.
YOKOHAMA & KOBE	SOCHI MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	CHOYSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO.	On 9th inst.
YOKOHAMA & KOBE	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 10th inst.
YOKOHAMA & KOBE	YOKOHAMA	Ger. str.	k.w.	J. H. Brown	MELOCHERS & CO.	On 13th inst.
YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
YOKOHAMA & KOBE	JOHNNIE MARU	Jap. str.	—	H. Ohta	OSAKA SHOSHEN KAISHA	On 10th inst.
YOKOHAMA & KOBE	TAMUOI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIX & CO.	On 9th inst.
YOKOHAMA & KOBE	RUSSIA	Brit. str.	—	E. Almond	JARDINE, MATHESON & CO.	On 9th inst.
YOKOHAMA & KOBE	YALING	Brit. str.	1 m.	A. W. Oakesbridge	BUTTERFIELD & SWIRE	On 12th inst.
YOKOHAMA & KOBE	KAIFONG	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & CO.	On 16th inst.
YOKOHAMA & KOBE	NAMANG	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA & KOBE	CATHARINE AUCAR	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
YOKOHAMA & KOBE	CAPRI	Ital. str.	—	W. D. A. Thomas	DAVID SASSOON & CO., LTD.	On 11th inst.
YOKOHAMA & KOBE	TUJILWONG	Dut. str.	—	Belsito	CARLOWITZ & CO.	On 11th inst.
YOKOHAMA & KOBE	—	—	—	Jurriano	JAVA-CHINA-JAPAN LINES	Quick despatch.

## HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 9th Feb., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila.	On 16th Feb., Noon.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 4th February, 1907. 15



## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to  
**SHEWAN TOMES & CO.,**  
 GENERAL AGENTS.  
 Hongkong, 13th November, 1906. 16

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

**PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)**  
 FOR STRAITS, COLOMBO AND ADEN.  
 \*SINGAPORE, PENANG & CALCUTTA "NAMANG" ... Friday, 8th Feb., 3 P.M.  
 \*MANILA "LOONGSANG" ... Friday, 8th Feb., 4 P.M.  
 \*SHANGHAI "CHOYSANG" ... Saturday, 9th Feb., 4 P.M.  
 \* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwantao) and Yankow Port.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 6th February, 1907. 18

## EAST ASIATIC CO., LTD.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.  
**PROJECTED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA AND KOBE	"TEANQUEBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPEHAGEN AND BALTIC PORTS	"KINA"	About 17th Feb.

For Further Particulars, apply to  
**MELCHERS & CO.,**  
 AGENTS.  
 Hongkong, 16th January, 1907. 9

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "HRENNANIA" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidsip and fitted with fans. Laundry on Board. Doctor and Stewardsesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.
SCANDIA ... 10th February	*SILESIA ... 10th February
HABSBURG ... 3rd March	*SCANDIA ... 22nd March
RHENANIA ... 2nd April	HABSBURG ... 5th April
HOHENSTAUFEN ... 30th April	RHENANIA ... 17th May
SILESIA ... 31st May	HOHENSTAUFEN ... 29th May
SCANDIA ... 30th June	* Call at LISBON.

## FREIGHT SERVICE.

**NEXT SAILINGS OUTWARD.**  
 FOR SHANGHAI, KOBE & YOKOHAMA... 10th February  
 FOR SHANGHAI, KOBE & YOKOHAMA... 24th February  
 FOR SHANGHAI, KOBE & YOKOHAMA... 28th February  
 FOR SHANGHAI, KOBE & YOKOHAMA... 3rd March

**NEXT SAILINGS HOMEWARD.**  
 VIA STRAITS, COLOMBO AND ADEN.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, THURSTON, GENOA, PLYMOUTH, LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIAN PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

STEAMERS	TONS.	CAPTAINS	SAILING DATE.
*SILESIA ...	...	...	10th February
SAMBIA ...	...	...	10th February
SAXONIA ...	...	...	22nd February
*SCANDIA ...	...	...	13th March
BRASILIA ...	...	...	24th March
*HABSBURG ...	...	...	5th April

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captains	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 26th February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PABOL EXPRESS TO THE UNITED STATES & CANADA.**

For further information apply to—

**DODWELL & CO., LIMITED,**

GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 5th January, 1907. 17

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.

## THE Steamship

**"DELTA,"**  
 Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay on SUNDAY, the 10th February, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 22nd March, 1907. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.  
 Hongkong, 28th January, 1907. 1

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS**

## THE Steamship

**"TOURANE,"**  
 Captain Lancelin, will be despatched for MARSSEILLES, on TUESDAY, the 19th February, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "AUSTRALIAN" ... 5th Mar.  
 S.S. "TONKIN" ... 10th Mar.  
 S.S. "ERNEST SIMONS" ... 2nd April.  
 S.S. "POLYNESIE" ... 15th April.  
 S.S. "YARRA" ... 30th April.  
 S.S. "SALAZIE" ... 11th May.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 6th February, 1907. 2

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Steamship

**"GLAMORGANSHIRE"**  
 Will be despatched for the above Ports on or about the 20th February.  
 For Freight and further Particulars, apply to SHEWAN, TOMES & CO., Agents.  
 Hongkong, 18th January, 1907. 230

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

**"EASTERN,"**  
 Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewards and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 29th January, 1907. 301

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.  
 Steamer Tons To Sail.  
**"KASATO MARU"**, 6,000 In April, 1907.  
 Capt. W. C. T. S. FILMER.  
 Taking Freight and Passengers to other Western Coast Ports of South America.  
 The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried aboard.  
 For further information, apply to K. MATSUDA, Manager, Yokohama Building, Hongkong, 28th December, 1906. 110

## THE "DAILY PRESS."

## ILLUSTRATED

## TYPHOON

## PAMPHLET

CONTAINING A FULL ACCOUNT OF THE TYPHOON OF SEPTEMBER 18th, 1906, ILLUSTRATED BY 20 PHOTOGRAPHIC VIEWS.

PRICE 50 CENTS CASH.

Copies may be obtained from the Daily Press Office or from the Local Booksellers.

Hongkong, 28th November 1906. 116



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	4 P.M., 7th February	Freight and Passage.
LONDON, &c., via usual ports	DELTA	On 10th February	See Special of Call.

For further Particulars, apply to  
F. A. HEWETT,  
Superintendent.  
Hongkong, 6th February, 1907.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	KAIFONG	On 7th Feb., 4 P.M.
AMOI, NINGPO & SHANGHAI	TAMSUI	On 8th Feb., 4 P.M.
SHANGHAI	YOHOW	On 11th Feb., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 11th Feb., 4 P.M.
YOKOHAMA and KOBE	TSINAN	On 12th Feb., 4 P.M.
MANILA	TAMING	On 12th Feb., 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th February, 1907.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR

THE CO'S S.S.

LEAVING

TAMISUI VIA SWATOW

AND AMOI

"JOSEPH MARU" SUNDAY, 10th Feb., at DAYLIGHT.

SHANGHAI VIA SWATOW

AND AMOI

"SOSHU MARU" FRIDAY, 8th Feb., at DAYLIGHT.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsides. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1907.

T. ABIMA, Manager.

14

PASSENGER SEASON

1907.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 Tons, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON

THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF

SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL

WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.

THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE

COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£31 First and £12 Second Saloon,

To LONDON—£55 First and £14 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

11839

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LOGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1907.

GNEISENAU ... WEDNESDAY ... 13th February

PREUSSEN ... WEDNESDAY ... 13th March

PRINZESS ALICE ... WEDNESDAY ... 13th March

PRINZ LUDWIG ... WEDNESDAY ... 27th March

\* SACHSEN ... WEDNESDAY ... 27th March

ZIETEN ... WEDNESDAY ... 10th April

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 24th April

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 8th May

BAVERN ... WEDNESDAY ... 22nd May

PRINZ HEINRICH ... WEDNESDAY ... 5th June

SCHARNHORST ... WEDNESDAY ... 19th June

ROON ... WEDNESDAY ... 3rd July

\* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at Noon, the Steamship

"GNEISENAU," Captain G. Bolla, with MAILES, PASSENGERS, SPECIE and

CARGO, will leave this Port at noon, calling at NAPLES and GENOA.

Shipping Orders will be granted till noon, on MONDAY, the 11th Feb. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Feb. and Parcels

will be received at the Agency's Office until noon, on TUESDAY, the 12th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR

return

91 0 0 42 0 0 22 0 0

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

return

65 0 0 44 0 0 24 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

return

64 0 0 44 0 0 26 0 0

VIA BREMEN OR SOUTHAMPTON

return

115 0 0 79 0 0 47 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,

GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from

SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,

HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY

AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.

SAILING DATES.

PRINZ WALDEMAR ... THURSDAY, 28th Feb.

PRINZ SIGISMUND ... THURSDAY, 28th Mar.

MANILA ... THURSDAY, 25th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR,"

Captain Woltemas, with Mailes, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO MANILA ... \$50.00 ... \$30.00 ... \$20.00

TO NEW GUINEA ... \$25.00 ... \$15.00 ... \$10.00

TO BRISBANE ... \$25.00 ... \$15.00 ... \$10.00

TO SYDNEY ... \$25.00 ... \$15.00 ... \$10.00

TO MELBOURNE ... \$25.00 ... \$15.00 ... \$10.00

TO YOKOHAMA ... \$80.00 ... \$50.00 ... \$40.00

TO KOBE ... \$85.00 ... \$55.00 ... \$45.00

TO YOKOHAMA and back from KOBE

to HONGKONG ... \$140.00 ... \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ... 237 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA ... 96 0 0

From Australia to New York via Vancouver by the S.P.R. Co's steamer, or via San

Francisco by the O. & S.S. Co's steamer, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

# SAILINGS OUTWARDS.

# EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZESS ALICE" ... Wednesday, 13th Feb.

KOBE & YOKOHAMA

SHANGHAI, NAGASAKI, "PRINZ LUDWIG" ... Wednesday, 27th Feb.

KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & O.S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:—

1st Class

To London via Plymouth or Southampton ... 262 0 0

To Bremen ... 63 10 0

To Paris via Cherbourg ... 65 0 0

To Naples, Genoa via Gibraltar ... 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the

day of payment.

# NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

# PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND

SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

1207

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNIFORM  
11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA TO VANCOUVER.  
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)
LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000	THURSDAY, 14th Feb. ... 4th Mar.
"ATHENIAN" 3,882	WEDNESDAY, 20th Feb. ... 16th Mar.
"MONTEAGLE" 6,163	WEDNESDAY, 27th Feb. ... 2nd Mar.
"EMPERESS OF JAPAN" 6,000	THURSDAY, 14th Mar. ... 1st April
"TARTAR" 4,425	WEDNESDAY, 27th Mar. ... 29th April
"EMPERESS OF CHINA" 5,000	THURSDAY, 11th April ... 29th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,

YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail

Express, and at St. JOHN N.B. with the Co.'s NEW PATRIOTIC "EMPERESS" Steamship,

14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA

and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence £30; via New York £62.

Intermediate on Steamers ... £40 ... £42.

and 1st Class Railways ... £40 ... £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate

passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Laysa opposite Blake Pier.

61

Hongkong, 1st December, 1906.

1200

SABANG BAY

COALING STATION,

POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agents—G. A. WITTE, London, E.C.

Coaling Agents—HALL, BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and

to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBELIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at



## TO LET

The *Doric*, with the American mail, left Shanghai on Tuesday, the 5th instant, a.m., and may be expected here to-day.

The *Doric*, with the American mail, left Shanghai on Tuesday, the 5th instant, a.m., and may be expected here to-day.

	FOR	FROM	DAT.
Sisalaw and Bangkok .....	Locknow	Thursday,	9.00 A.M.
Mojil .....	Wickendenau Maru	Thursday,	7th, 1.00 P.M.
Mojil .....	Sui Tai	Thursday,	7th, 1.15 P.M.
Macao .....	Draufar	Thursday,	7th, 2.00 P.M.
Cebu and Holo .....	Katonga	Thursday,	7th, 3.00 P.M.
Macao .....	Sui Tai	Friday,	8th, 1.15 P.M.
Amoy, Penang and Calcutta	Namsing	Friday,	8th, 2.00 P.M.
Amoy, Ningpo and Shanghai	Tamou	Friday,	8th, 3.00 P.M.
Manila .....	Lingsiang	Friday,	8th, 3.00 P.M.
Manila .....	Bulu	Friday,	8th, 4.00 P.M.
Shanghai .....	Sui Tai	Saturday,	9th, 1.15 P.M.
Shanghai .....	Choyang	Saturday,	9th, 3.00 P.M.
(AMENDED NOTICE.)			
EUROPE AND INDIA VIA TONGAREE.		Saturday,	9th,
The Parcel mail will be closed on		10 p.m.	
Wednesday, the 6th inst., at 5 p.m.			
Shanghai, Fuzhou and Hongkong	Della	Monday,	11th, 5.00 P.M.
Shanghai .....	Lottery	Monday,	11th, 5.00 P.M.
Shanghai .....	Capri	Monday,	11th, NOON.
Shanghai .....	Yochow	Monday,	11th, 1.15 P.M.
Shanghai .....	Sui Tai	Monday,	11th, 3.00 P.M.
Macao, Zamboanga, Port Darwin, Thursday			
Inland, Cockburn, Cairns, Townsville			
Brisbane, Sydney, Hobart, Launceston,			
New Zealand, Melbourne, Adelaide and			
Perth .....	Waikuan	Monday,	11th, 3.40 P.M.
Yokohama and Kobe .....			
Yokohama .....	Tsinan	Tuesday,	12th, 3.00 P.M.
Yokohama .....	Tuning	Tuesday,	12th, 3.00 P.M.

The N.Y.K. str. *Colombo Maru* (Bombay)

		Feb. 5th.
ON LONDON.—		
Telegraphic Transfer .....	22½	
Bank Bills, on demand .....	22¼	
Bank Bills, at 60 days' sight .....	22½	
Bank Bills, at 4 months' sight .....	22¾	
Credit, at 4 months' sight .....	23½	
Documentary Bills, 4 months' sight .....	23½	
ON PARIS.—		
Bank Bills, on demand .....	283	
Credit, at 4 months' sight .....	287½	
ON GERMANY.—		
On demand .....	230	
ON NEW YORK.—		
Bank Bills, on demand .....	54½	
Credit, 60 days' sight .....	55½	
ON BOMBAY.—		
Telegraphic Transfers .....	166½	
Bank, on demand .....	166½	
ON CALCUTTA.—		
Telegraphic Transfer .....	166½	
Bank, on demand .....	166½	
ON SHANGHAI.—		
Bank, at sight .....	73	
Private, 30 days' sight .....	73½	
ON YOKOHAMA.—On demand .....	109½	
ON MANILA.—On demand—Pesos .....	109½	
ON SINGAPORE.—On demand .....	41 p.m.	
ON BATAVIA.—On demand .....	41 p.m.	
ON HANKOW.—On demand .....	41 p.m.	
ON SHAMOO.—On demand .....	41 p.m.	
ON BAROORE.—On demand .....	64	
ROBERTSON'S Bank's Buying Rate .....	\$3.90	
GOLD LEAF, 100 £zs. per tael .....	\$46.80	
RAR SILVER, per oz .....	31½	

Quotations are:— Allow'ce net. to 1 centy.  
 Malwa New ..... \$860 to — per picul.  
 Malwa Old ..... \$860 to —  
 Malwa Older ..... \$920 to —  
 Malwa V. Old..... \$869 to —  
 Foreign fine quality 1600 to —  
 Foreign extra fine 1675 to —  
 Patna New ..... \$884 to — per cho-t.  
 Patna Old ..... — to —  
 Berres New ..... \$124 to —  
 Berres Old..... — to —

THE AMERICAN MAIL.

The O & C. str. *Doric* left Shanghai on the 25th inst., a.m., for this port, and is due to arrive early Tuesday morning, the 7th inst.

THE GERMAN MAIL.

The I.G.M. str. *Gneissau* left Kobe via Nagasaki and Shanghai on Sunday, the 3rd inst. p.m., and may be expected here on or about Monday, the 11th inst.

The I.G.M. str. *Princess Alice* left Yokohama on Monday, the 4th inst. a.m., and may be expected here on or about Wednesday, the 13th inst. p.m.

cover on Friday, the 25th Jan. p.m. for Hong-kong via the usual ports of call.

**MERCHANT STEAMERS**

The Gubb, Livingston & Co.'s Ben Line str. *Bendutch*, from Antwerp and London, left Singapore on the 31st ult for this port.

The C.N. str. *Tainan* left Port Darwin on the 28th Jan., at daylight, and may be expected here on the 7th Feb.

The J.C.-J. Lijn str. *Tjitiwor* left Kobe for this port on the 19th Jan., and may be expected here on or about the 7th Feb.

expected to arrive here on the 7th inst.

The N.Y.K. str. *Kikyou Maru* (Bombay Line) left Moji for this port on the 3rd inst., and is expected here on the 8th inst.

The H.A.L. str. *Scandia*, from Hamburg, left Singapore for this port on the 2nd inst., a.m., and may be expected here on or about the 8th inst.

The N.D.L. str. *Fachsen* left Singapore on Sunday, the 3rd inst., at 8 a.m., and may be expected here on or about Saturday, the 9th inst., at noon.

The N.Y.K. str. *Kawachi Maru* (European Line) left Singapore for this port on the 3rd inst., and is expected here on the 9th inst.

The N.Y.K. str. *Toca Maru* (American Line) left Yokote for this port via Moji and Shanghai on the 1st inst., and is expected here on the 10th inst.

The J.-C.-J. Lijn str. *Timahi* left Macassar for this port on the 2nd inst., and may be expected here on or about the 10th inst.

The C.P.R. str. *Albion* arrived at Nagasaki at noon on the 4th inst., and left again at 4 p.m. same day, for Shanghai, where she is due to arrive at 4 p.m. on Wednesday, the 6th inst.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port on the 2nd inst., and is expected here about the 22nd inst.

The Boston S.S. Co.'s str. *Tremont*, from Pacific Coast, arrived at Yokohama on the 30th Jan.

COMPANY.	PAID UP	QUOTATIONS.
Alhambra	\$300	\$120.
<b>Banks.</b>		
Hongkong & S'hai.	\$125	\$925, sellers
National B. of China	26	London, £108
Bull's Babstons E. A.	12s. 6d.	\$61, buyers
China-Borneo Co.	\$112	\$7, sellers
China-Indi & F. Co.	\$110	\$94, sellers
China Provident	\$10	\$87.75
<b>Cotton Mills.</b>		
Ewo.	Tls. 50	Tls. 7.4.
Hongkong	\$10	\$113.
International	Tls. 75	Tls. 92.
Loou Kung Mow	Tls. 100	Tls. 130.
Soychae	Tls. 500	Tls. 376.
<b>Dairy Farm</b>	\$3	\$164.
<b>Docks and Wharves.</b>		
H. & K. Wharf & G. H.	\$50	\$45, sel's r
N. & W. Dock	\$50	\$143, sellers
New Amoy Dock	\$44	\$12.
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 167.
S'hai & H. Wharf.	100	Tls. 233, x. n. issue
	100	114, 223, x. issue
<b>Fenwick &amp; Co., Geo.</b>	\$23	\$21, sellers
<b>Green Island Cement</b>	\$10	\$21, sales
Hongkong & C. Gas.	210	\$175, buyers
Hongkong Electric	\$10	\$115, sellers
Harbour & Wharves	\$100	\$215.
Hongkong Hotel Co	\$10	\$121, buyers
Hongkong Ice Co	\$25	\$250.
Hongkong Kops Co.	\$10	\$21, sellers
H'kong S. Waterwat.	\$10	\$62, sellers

China Fire.....	\$20	\$30, buyers
China Traders .....	\$25	\$40.
Hongkong Fire.....	\$50	\$375, sellers
North China .....	25	Tls. 60, sellers
Union .....	\$100	\$180, buyers
Yangtze .....	50	\$174.
Land and Building—		
Hongkong Land Inc.	\$100	\$107.
Humphrey's Estate	\$10	\$12.
Kowloon Land & E.	\$30	\$304, buyers
	Tls. 50	Tls. 104.
Shanghai Land.....		
	Tls. 25	Tls. 634, new list
West Point Building	\$50	\$60.
Mining—		
Charbonnages .....	Fr. 250	\$450, nominal
Reaubs .....	18/10	\$64, sellers
Philippine Co.....	\$10	\$5.
Belleries—		
China Sugar .....	\$100	\$130, sellers
Luzon Sugar .....	\$100	\$21, sellers
Steamship Companies—		
China and Manila ..	\$25	\$21, sellers
Douglas Steamship ..	\$50	\$56, sellers
H. Canton & M.....	\$15	\$20.
Indo-China S.N. Co.	21	\$87.
Shell Transport Co.	21	\$16, buyers
Star Ferry .....	\$10	\$30, buyers
Do. New .....	\$5	\$20.
South China M. Post.	\$25	\$25.
Steam Laundry Co.	\$5	\$24.
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$40, sellers
Co. Powell & Co. Wm.	\$10	\$74, buyers
Watkins .....	\$10	\$2.50.
Watson & Co., A.S.	\$10	\$12, sellers
United asbestos .....	\$4	\$10, buyers
Do. Founders .....	\$5	\$150.

TO LET ON LEASE.  
FROM 1ST JANUARY, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD  
ROAD.  
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.  
Apply to  
ARRATOON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 24th October, 1906. [101]

**N. O. C.** Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 21st January, 1907. 241

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**TO LET.**

**TWO** Comfortable and well Furnished Bedrooms with Board in a private family; Upper level; Charges Moderate.  
Apply by letter to—  
Care of "Daily Press" Office.

**TO LET.**

**N**O. 23, LEIGHTON HILL ROAD  
Immediate Possession.  
No. 26, LEIGHTON HILL ROAD. Possession on 1st March, 1907.  
Apply to— **THE COMPRADORE,**  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 338

**TO LET,**

**WELLBURN, No. 81 the PARK.**  
Apply to—  
**JAYA-CHINA-JAPAN LIJN,**  
York Buildings.  
Hongkong, 22nd January, 1907. 254

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**TO LET.**

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**FULLY FURNISHED—from April 15th,**

**ALTEDENA, BAEKER ROAD, the PARK**  
Seven Rooms with ample Bath and Dr.  
Eooms. Apply to—**J. VAN BUREN**

Hongkong, 3rd January, 1907. 139

TO LET.

**G**ROUND FLOOR of No. 4, DES VEGES ROAD including a Strong Room and Servant's Quarter.

**ROOMS on SECOND FLOOR** of Victoria Building, No. 5, Queen's Road Central, suitable for Offices.

**No. 6, PEDDARS HILL**, comprising of 5 Rooms with Out Houses, occupation from 1st proximo.

Apply to—**DAVID SASSOON & Co., Ld.**  
Hongkong, 31st January, 1907. 316

**RAVENSHILL WEST No. 3, PARK ROAD.**  
Apply to—  
**DEACON, LOOKER & DEACON.**  
Hongkong, 5th December, 1906. [104]

**THE PREMISES** known as No. 199,  
WANCHAI ROAD, now occupied by  
Messrs. Macdonald & Co.'s Engineering Works  
Possession, 1st February, 1907.  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT AND AGENCY Co., Ltd.**  
Hongkong, 5th January, 1907. [155]

**N**O. 27, SEYMORE ROAD.  
4 New Houses in KENNEDY ROAD, near  
Wan Chai.  
No. 90 & 91 GODOWN PRAYA EAST.  
Apply to—  
**SAM WANG CO. LTD.,**  
81, Queen's Road Central.  
Hongkong, 13th November, 1906. [103]

**FURNISHED.**

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FROM THE 2ND WEEK IN APRIL NEXT.

**"IAN MOR"** PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

No. 6, EAST AVENUE, Kowloon, Four-Roomed House. Possession from 1st February

FINANCE CO., LD.  
Hongkong, 18th December, 1906. [117  
TO LET.  
NO. 1, WEST END TERRACE, Shamsen  
Canton.  
Apply to—  
HONGKONG LAND INVESTMENT  
& AGENCY CO., LD.  
Hongkong 31st Dec. 1906. 503

TO LET.  
2ND FLOOR No. 12, QUEEN'S ROAD  
CENTRAL.  
GREENCROFT, GARDEN ROAD  
Kowloon, from March 1st; Redecorated  
Electric Light, Tennis Court.  
Apply to—  
LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 1st June, 1906. 94

**O**FFICES in KING'S BUILDING and YORK BUILDING.  
**"BANFURLY" CONDUIT ROAD.**  
**A HOUSE in WONG NEI CHEONG ROAD.**  
**GODOWNS in PRATA EAST.**  
**A HOUSE in CLIFTON GARDENS, Conduit Road.**  
**A HOUSE in RIPON TERRACE.**  
**FLATS in MORETON TERRACE.**  
*Agents.*

MENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1906. 191

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TO LET.

NOS. 1 and 3, ORMSBY VILLAS  
GRANVILLE ROAD, Kowloon.  
Apply to—  
SPANISH PROCURATION.  
Hongkong, 3rd January, 1907. (136

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TO LET

**2 FOUR-ROOMED HOUSES** at Praya East, near East Point.  
Apply to—  
**JARDINE, MATHESON & CO.**  
Hongkong, 3rd January, 1907. [137]

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**TO LET**

**2ND FLOOR** of No. 6, ICE HOUSE STREET; Centrally situated and within easy reach of the principal Banks and business

Hongkong, 24th December, 1906. 105

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TO LET.

**A HOUSE IN KNUTSFORD TERRACE**  
**KOWLOON.**

Apply to—  
**THE HONGKONG LAND INVEST**  
**MENT AND AGENCY CO., LTD.**  
Hongkong, 1st August, 1906. [52]

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TO LET.

(EITHER IN WHOLE OR IN PART.)

**THE "GROVE,"** having 20 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.

Apply to—  
**E. M. HAZELAND,**  
35, Queen's Road Central,  
or to

Hongkong, 19th July, 1906. [93]

**TO LET.**

**"GLENWOOD"** CAINE ROAD, suitable for a Boarding House or Club.  
No. 4, CONDUIT ROAD.  
No. 73, WYNDHAM STREET.  
"BANGOUR" FERR.  
BUNGALOW (furnished) at New Territory,  
Kowloon.

Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL,  
Top Floor, (over Calbeck MacGregor).  
No. 17A, QUEEN'S ROAD CENTRAL,  
Rooms on Front Part, Top Floor, (over Aches).  
BELILIOS TERRACE HOUSES,  
ROBINSON ROAD.  
TO LET OR FOR SALE,  
NEW HOUSE or MOUNT KALLITT, Five  
Rooms, on Rural Building Lot No. 117.  
Apply to—

Hongkong, 2nd November, 1906. 1102

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TO LET—FURNISHED.

**"LEWKNOR,"** No. 116, PRANK. April  
to end September.  
Apply—  
M. W. SLADE,  
Princo's Buildings.  
Hongkong, 23th January. 1807. 300

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMSHIP  
CO., LD., AND THE CHINA NAVIGATION CO., LD.]

S.S. "SONAM," 2388 tons, Captain H. D. Jones.  
S.S. "POWAN," 2388 tons, Captain W. A. Valentine.  
S.S. "FATSENG," 2380 tons, Captain B. Branch.  
S.S. "KINGSIAN," 1998 tons, Captain J. J. Lee.  
S.S. "HEUNGSEAN," 1993 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 9 p.m.  
(Saturday excepted).  
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

**HONGKONG-MACAO LINE.**  
S.S. "SUI-AN," 1,851 tons, Captain T. Hamlin.  
S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.  
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf and at 1 p.m. from Company's Wharf.  
Departures from Macao to Hongkong on week days at 8 a.m. and 2 p.m. On Sundays at 8 a.m. and 3 p.m.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

**JOINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.**

**CANTON-WUCHOW LINE.**  
S.S. "GAINAM," 888 tons, Captain J. Willcox.  
S.S. "NANSHAN," 888 tons, Captain J. Willcox.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.**  
 Hotel Mansions (First Floor), opposite the Hongkong Hotel;  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LD.

TO LET.  
From 1st March, 1907.  
NO. 3, CARNARVON HILL, and No. 6,  
LOCHIEL TERRACE, Kowloon.  
Apply to— HEWAN & Co.,  
No. 15, Connaught Road, West,  
Hongkong, 1st February, 1907. 324

Apply to  
**COMPRADORE'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 197

**TO LET.**

**I**N ALEXANDRA BUILDINGS Small  
Offices on Second Floor.  
Apply to  
Messrs. J. & J. W. G. & Co.,  
10, Market Street.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will have  
to remain until they can be re-packed.

Hongkong, 4th January, 1907.	[150	Owing to this steamer having grounded in the Suez Canal, in consequence of which a General Average will be incurred. Consignees must sign & accept & pay a deposit of 3% on Invoice value of their Goods before Bills of Lading can be countersigned and delivery of their Cargo obtained.
OFFICE TO LET.		
ONE ROOM IN PRINCE'S BUILDINGS from 1st February. Rent 150 p.m. month. Apply—		
REUTER, BROCKELMANN & Co., Prinze's Buildings.		
Hongkong, 29th January, 1907.	299	Average Bond is lying at the Office of the undersigned.
		SHEWAN, TOMES & Co.,

<p>NOTICES TO CONSIGNEES.</p> <p>NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.</p>	<p>S.S. "AUSTRALIEN," COMPAGNIE DES MESSAGERIES MARITIMES.</p>
<p>THE Steamship.</p>	<p>NOTICE.</p>
<p>"PREUSSEN,"</p>	<p>CONSIGNEES of Cargo from London</p>
<p>having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception</p>	<p>of ss. "Matapan" and "Cordana" from Haïphong, are ss. "Matapan" from</p>

and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, at the West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12 Noon on the 8th Feb. following.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Feb. will be subject to the provisions of the General Conditions of the Tariff.

It is further to be noted that the Consignee is informed that their Goods, with the exception of Opium, Treasure and Valuables, are being stored and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignee before NOON, TO-DAY, requesting it to be so forwarded.

<p>All Claims must reach us before the 15th Feb, or they will not be recognised.</p> <p>No Fire Insurance will be effected.</p> <p>Goods Loading will be consigned by the undersigned.</p> <p><b>NORDEUTSCHE LLOYD, MELCHERS &amp; Co., Agents.</b></p> <p>Hongkong, 1st February, 1907.</p>	<p>Underground, Goods remaining unclaimed after Monday the 11th Feb, at Noon, will be subject to rent and loading by the undersigned.</p> <p>All claims must be sent in to me on or before the 11th Feb, or they will not be recognised.</p> <p>Underground packages will be examined on Monday the 11th Feb, at 3 p.m.</p> <p>No Fire Insurance has been effected.</p> <p><b>G. DE CHAMPEAUX, Agent.</b></p> <p>Hongkong, 4th February, 1907.</p>
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**NOTICE TO CONSIGNEES.**  
**FROM MIDDLESEX, LONDON**  
**AND STRAITS.**  
**THE Steamship**  
**"MONMOUTHSHIRE,"**  
 Captain G. E. Warner, having cleared from the  
 above Ports, Consignees of Cargo are hereby  
 informed that their Goods are being landed at  
 the following wharves:

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Freeport Corporation Limited, at Godown No. 1, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be entertained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining on board will be stored at Consignees' risk and expense.

No Fire Insurance has been effected.

On this

<p>sign the Average Bond, lying at the Office of the undersigned, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.</p>	<p>All broken, chafed, and damaged Goods are to be taken to the Customs, where they will be examined on the 11th Feb. at 3 p.m.</p>
<p><b>SHEWAN, TOMES &amp; Co.,</b> Agents, "Shiro" Line. Hongkong, 4th February, 1907. 351</p>	<p>No Fire Insurance has been effected. <b>HAMBURG-AMERIKA LINE,</b> Hongkong Office. Hongkong, 4th February, 1907. 344</p>

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**NAPIER JOHNSTONES**  
**SQUARE**  
**BOTTLE WHISKY.**



**NAPIER JOHNSTONES**  
**SQUARE BOTTLE WHISKY**

**SHIPPERS**  
**UTLER, PALMER & Co., LONDON**  
**AGENTS**  
**ANF. CRAWFORD & CO**  
**HONGKONG**